

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

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Organization and Production

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REFERENCES

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1. The Schiffselektrik Rostock furnishes electrical supplies to all dockyards in East Germany and East Berlin. The main offices, the board of directors, and technical heads are in Rostock. In addition to 12 branch offices, there are also several commercial sections, as for example, in Berlin, Leipzig, and Halle.
2. The following offices are in Rostock:
 - a. On August Bebel Strasse: Managing director, technical managers, head of planning section.
 - b. On Detarding Strasse: Labor manager with subsections.
 - c. In Marienehe: Commercial manager, supply dump, chief accountant, BGL, administration, and switchboard workshop.
 - d. In Barnsdorf: Chief designer, designing offices, secret section.
 - e. On Friedrichstrasse: Section for switchboards design and research office.
 - f. At the Neptun Werft: Design office with 52 employees, for designing work in connection with the Neptunwerft. The workshop here has some 250 employees with a chief fitter.
3. There are branches producing equipment at the following yards:

Warnemuende, Wismar, Stralsund, Wolgast, Berlin-Koepenick, Rothensee, Fuerstenberg, Uebigau, Gehlsdorf.

Schiffselektrik apprentices work at all the above branches as required. They are concentrated chiefly at:

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Wismar, Rostock, Stralsund, and Warnemuende.

The draftsman apprentices (10 in number) are at present in the Designing Office of the Neptunwerft.

4. Prior to 1953, the Schiffselektrik followed the general pattern of the nationalized electrical machine construction industries (VEM) and was subordinate to the former Ministry for Machine Construction's Main Administration for Electrical Engineering. Because of the special nature of its tasks and the special requirements of the ship-building industry, the whole ship electrician's section of the VEM was taken out and given the name Schiffselektrik and put under the control of the HV-Schiffbau (Main Administration for Shipbuilding) of the Ministerium fuer Land - und Transportmaschinenbau (Ministry for the Construction of Agricultural and Transport Machinery).¹
5. Except for the Neptun-Werft, all ship electrical work was handled by Schiffselektrik. The Neptun-Werft, which had had its own electrical workshops and drafting offices, was then ordered to hand over this work to the Schiffselektrik by the Ministry.
6. The leading technical and commercial staff is as follows:

Managing director	Asche	(SED)
Technical manager	Menze	(SED)
Commercial manager	-	-
Chief accountant	-	-
Chief designer	Groebe	(no party allegiance)
Labor manager	Engel	(SED)
Deputy chief designer	Baartz	(no party allegiance)
Head of the designing department at the Neptun-Werft	Meier	(no party allegiance)
Head of the productive section at the Neptun-Werft	Niggerman	(SED)
BGL chairman	Weiss	(SED)
Head of the research office	Krause	(SED)
7. The technical equipment of the concern is comparatively poor. The only way to send mail between the various offices in the whole Rostock area is by a messenger or D.R. (sic) who makes the journey twice a day. Telephone communications are so poor, inadequate, and overloaded, that it is not possible during the course of one day, to get into touch with any other department, e.g. the designing office and the productive branch at the Neptun-Werft have only one line. The commercial department and the switchboard workshop can only be reached by tram and on foot after a great deal of trouble. Apart from a few lathes, bores, and welding apparatus, this workshop is not very well equipped. The supply of electricity to this concern is dependent on the public circuit and suffers from frequent interruptions. Marienehe can be only reached from Bramow station, about 1 km away.
8. The following work is to be carried in 1954 in the production branch of the Neptun-Werft:
 - Completion of ship B 7
 - " of the D-series vessels (D 15, D 16, D 17, D 18, D 19, D 20 and D 21).
 - " of freighters 3 - 9
 - Building of 8 trawlers.
 - " of a river ferry.
 - Completion of salvage vessels 1-4
 - 50% completion of the KASTOR.
 - Completion of the KUSHKA and KULOY.

The over-all plan for 1953 was completed to 108%, but reductions of up to 50% have been made in the budget.

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9. The main task of VEB Schiffselektrik is the delivery and installation of all power supplying equipment in all ships in East Germany and East Berlin. It also lays cable, under contract to the RFT (Radio and Telecommunications) firms, which deliver all signal equipment to their specifications. Blueprints for the cable laying are prepared by the Schiffselektrik. The quality of the work carried out does not differ to any great extent from similar work in ships built in the West, but it is worth mentioning that the quality of material supplied, e.g. cable, electric bulbs, etc., is very poor. Numerous cases of breaks in the cable occurred because of the poor composition of the basic material (lead). The lead covering in most cases is hard, brittle, and fragile. In addition, there is a shortage of the regular marine lead cable with stiffening.
10. All supplies of material are forwarded by the Berlin and Leipzig branches to the various offices and dockyards or rather to the central dump at Marienehe by rail or truck. The above-named branches are not able to dispatch the goods on time according to the schedule laid down when the material was ordered, even if it is ready on time, because of lack of transport facilities. There are particular difficulties with marine lead cable, generators and motors, as well as electric light bulbs.
11. Nearly all work carried out in 1953 at the Neptun-Werft was for the reparations program. The only exception was a tug intended for use in the dockyard.
12. No export contracts are in operation. The government contracts from the Buero fuer Wirtschaftsfragen (BW) were started and then cancelled during the third quarter of 1953. There is no sale of goods in the open market, because the Schiffselektrik can only buy goods supported by contracts and intended for certain ships.
13. Personnel working on the procurement of materials, or responsible for designing, do not know where to obtain the materials necessary to complete the ships on schedule, which is often too short. The usual efforts by managers, which also take the form of special bonuses, cannot dispose of difficulties in most cases. There are insufficient skilled technical workers. Of a total of approximately 250 ships electricians, only about 50 can be regarded as really skilled, while the remainder are just learning or have transferred from another trade. As far as technical personnel are concerned, the situation is the same, if not worse. Of 52 designers, there are at the most six or seven who are fully qualified, while the rest come from jobs related to the art world and take a long time to accustom themselves to the specialized work of shipbuilding. In addition, the costs have increased by a third because of the training of apprentices.
14. Personal politics play too big a part in the selection of the leading technical staff. The low morale of the majority of technicians and engineers has had a detrimental effect on the leading clerical staff.
15. Particular bottlenecks exist in the delivery of DC generators and DC motors from the VEB Galvanotechnik, Leipzig, and in the delivery of cable, wire, and cord from the two Berlin Kabelwerke. This calls for improvisation so that something can be finished. Prices are about double world market prices.
16. The Abteilung Arbeit und Sozialwesen (Labor and Welfare), in liaison with the Kaderabteilung (Personnel), is responsible for the supply of personnel to the productive branches in all of East Germany.
17. The request for labor goes from the head of the productive branch or the head of the designing section to the Labor Section of the establishment. All recruitment is carried out by the Kaderabteilung, after questionnaires have been completed and the approval of the head of the section obtained. The Labor Section of the productive branch or office making the demand is then notified.
18. There is a special shortage of good interpreters in the Schiffselektrik because of the large amount of translating work. The interpreters employed have never worked in such a concern before and have never carried out such work. Some of the delay in completion on schedule is caused by the delay in the issue of drawings because the translating is held up. Each drawing with every word translated into Russian must be passed to the Russian supervisors for approval before being passed to the concern.

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19. The sickness rate is known to be 3 - 4% of the total number of employees. Occupational diseases result chiefly through lead infection, such as lead poisoning, caused by a man's working too long on the same job in a cableway. As a prophylactic measure, employees working in lead are given half a liter of milk per day.
20. Work protection, for which a man from the production division is responsible at every productive branch and in every office, is designed to point out necessary work protection measures and to produce suggestions for carrying them out. The Work Protection Officer operates either through his section head or the Labor Section. In most cases nothing can be done, as there are no funds available at the moment and some form of improvisation must be used. To a limited degree, protective clothing, in the form of blue suits and quilted jackets in the winter, is delivered, but in insufficient quantity.
21. The Schiffselektrik does not have its own infirmary (Betriebspoliklinik). All productive branches have access to the polyclinic or doctors at the dockyard. When reporting sick at the Neptun-Werft, for instance, the employee goes to the doctor at the polyclinic, where he is declared unfit for work, and then takes the form to the officer responsible for Wages and Welfare at the dockyard. Medical care or medicine is then obtained, either through the polyclinic or from a doctor in the town. Medical treatment in the polyclinic at the Neptun-Werft can only be described as a formality. There are only 4 doctors to cope with a staff of nearly 10,000 and with a sick rate of 3-4%, the doctors have far too much to do.
22. At intervals of about 6 months, the whole concern is examined for symptoms of tuberculosis. A very large number of workers is found to be infected.
23. Very little can be said about norms. Each productive branch has an official who sets the norms for its work. The branch at the Neptun-Werft has five such officials.
24. Competitions are usually started when the schedule date for the delivery of a ship is drawing near. Money is made available for these from the management funds.
25. Economy measures take the form of competitions announced by the office of research. Every month a new target is announced, such as the saving of material; small bonuses are issued for improvements.
26. Because of the widely distributed productive branches, very little can be said of the political strength. The managerial heads (head of the branch, technical head, and Labor Section head) are leading members of the Party Committee by virtue of their membership of the SED. All directives are issued on party lines, even if they are concerned solely with the work.
27. Morale, particularly among the technical staff, is not good. Even if every one is on the defensive, this does not prevent such remarks as the following made recently by one of the best designers: "Despite the apparent quiet, the clenched fist in the pocket must not be overlooked."
28. Attendance at party meetings is very poor in the Schiffselektrik because the widely separated branches and the lack of room for meetings do not attract people to the meetings.
29. The VEB Schiffselektrik comes under the plant defense scheme of the concern where it functions. In Rostock, the branch at the Neptun-Werft is in Betriebsschutz A and all other branches in Betriebsschutz B.
30. All employees of the Schiffselektrik are issued a plant identity card with a photograph by the Kaderabteilung as a security measure. The employees of the productive branch at the Neptun-Werft have an identity card with a photograph of the Neptun-Werft, stamped "Schiffselektrik". Employees of the Schiffselektrik at the dockyard may leave the dockyard at any time during the day, apart from the usual off-duty times, without special permission, while the dockyard employees must have a special permit.
31. The Schiffselektrik does not have its own fire brigade. A man, responsible to the Kaderabteilung, and also to the SED Kreisleitung, is appointed for all security matters.

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32. The research and development section (Abteilung Forschung und Entwicklung) is in the Barnsdorf designing office. The section is under the technical manager but chiefly responsible to Groebe, the chief designer.
33. Tasks on hand at the moment include the project for diesel electric drive and the development of suitable machinery for net hauling in trawlers. This small section does all the difficult work at the Schiffselektrik, in particular the development of new equipment and machinery which does not lie in the sphere of the subcontracting firms. Last year this included the project for rudder equipment.

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1. Comment: HV Schiffbau is currently under the new Ministerium fuer Maschinenbau (Ministry for Machine Construction).

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